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COUNTRY Soviet Zone of Germany

REPORT NO.

25X1A

TOPIC Cottbus Airfield

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25X1X EVALUATION ☐ PLACE OBTAINED ☐ 25X1C25X1C DATE OF CONTENT ☐25X1C DATE OBTAINED ☐ DATE PREPARED 15 August 195025X1A REFERENCES ☐

PAGES 2 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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25X1X ☐ 1. Thirty-two twin-engine aircraft of the same type previously seen there were parked at the Cottbus (N 52/A 57) airfield on 30 March 1950. Individual planes with two cockpits had an antenna rod on top of the front cockpit. A rake-like device with four or five spikes pointing forward was fitted on top of the rod. \* The aircraft with one cockpit had a weapon fitted to the cockpit which pointed aft. Some planes had plexiglass noses. It could not be determined whether both aircraft types were assigned to different units. The aircraft had different colored propeller hubs but the identification numbers were of the same color, red numbers and red hubs being seen on aircraft with both one and two cockpits.

2. New AAA gun emplacements in the southeast corner of the field were not occupied. The construction site of the Bauunion-South Firm, charged with the construction of the runway, was in the southwest corner of the field. It was surrounded by a board fence and consisted of a large wooden store-room where cement bags were being unloaded, three tower-like wooden sheds, probably concrete mixing facilities, large sand heaps and a power-shovel. There was a railroad connection and a narrow-gauge field railroad spur track leading to the expansion strip of the runway. The E-W runway was being extended about 1,200 meters from the former edge of the field. \*\* Only grading was being done in this area.

3. All twin-engine aircraft, except for five, had left the field on 7 April 1950.

4. A formation of seventeen twin-engine aircraft of the same type previously seen at the Cottbus airfield flew over the field at 4:30 p.m. on 8 April 1950. A biplane with two open seats, and a single-engine high-wing monoplane, similar to the Storch, with closed cockpit, came from the west and landed at the field.

5. The hangars at the field were open on 9 and 10 April 1950. Only four twin-engine planes were parked at the field. The ground personnel apparently were still present. Many trucks previously seen were also there.

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to

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6. Extensive construction work was being done in day and night shifts except on holidays. More laborers were to be provided by the labor office. Concrete work on the runway had not yet started. The new AAA gun emplacements were not occupied.

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7. No aircraft were seen at the field on 11 and 13 April 1950. A worker at the field said that two twin-engine aircraft were parked in the hangars whereas the other planes had left the field about 3 April 1950. \*\*\* Expansion work was being done in two shifts.

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8. Trucks [redacted] occupied by flying personnel, were again seen on the highway to Peitz (W 52/A 48).

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\* [redacted] Comment. The antenna rod described is reported for the first time. Should these observations be confirmed, it is possible that some twin-engine aircraft are equipped with aircraft radar sets.

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\*\* [redacted] Comment. Expansion of the runway is confirmed. The runway is probably to have a total length of about 2,500 meters.

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\*\*\* [redacted] Comment. Both sources agree that the bomber units were transferred in early April 1950. At about the same time, transfers were also conducted from the Finsterwalde airfield. It is therefore difficult to determine at which airfields, now occupied by bomber units, the units from Cottbus and Finsterwalde are stationed. The regiments of the bomber division, previously seen in Finsterwalde and Cottbus, are probably now stationed at the airfields of Dresden-Klotzsche, Helzow, Drewitz, and possibly Finsterwalde.

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